

9 KILLED, 18 HURT, IN PLUNGE OF CARS AT LOVEDALE MINE

Wrecked Coal "Trip" Buries Section Hands On Railroad Tracks 50 Feet Below Tipple.

MINE HEAD IS ONE OF VICTIMS

Breaking of Cable Holding Load of Coal At Patterson Mine No. 2, Near Elizabeth, Causes Accident.

Nine men were injured fatally, six dying instantly, and about 18 others were hurt yesterday afternoon when 20 loaded mine cars at Patterson Mine No. 2 of the United Coal Company in Lovedale hollow, near Elizabeth, ran wild down a slope, crashed through the tipple and dropped 50 feet to the Pittsburgh & Lake Erie railroad tracks, on which most of the men were working.

THE DEAD.

Samuel P. Daugherty, 44 years old, Elizabeth township; superintendent of the mine; died instantly.
Gabriel Johnston, 40 years old, Elizabeth; crushed about chest, skull fractured; died almost instantly.
John Vono, 46 years old, Newell; foreman of the section gang, leaves a widow and eight children.
Tony Dent, 40 years old, married, Monacaen.
Pasquale Runko, 48 years old, West Elizabeth; died in McKeesport Hospital a few minutes after being admitted.
Alonso Fiesse, 42 years old, married, West Elizabeth.
Juan Picare, 53 years old, Monacaen.
John Piontock, 52 years old, West Elizabeth; died in the McKeesport Hospital.
Unidentified Italian, died in McKeesport hospital.

THE INJURED.

Dominic Selva, laceration of lip; not serious.
Mike Payer, cuts and bruises.
John Ferina, lacerations of head and arms.
Louis Desantu, cuts and bruises.
Joseph Bechara, head and face cut.
Rafella Caruch, lacerations of arms and legs.
Albert Felle, laceration of head.
Mike Farnus, cuts and bruises.
John Collins, leg fractured, cuts.
Rafella Caruch, contusions and cuts.
Edward Crimton, Elizabeth, body bruises.
John Crimton, son of Edward Crimton, injuries of back and scalp wounds.
Six men, who after being attended to by physicians at the mine, left without giving their names.
These injured were taken to the McKeesport Hospital, while several others who were hurt less seriously were sent to their homes.

TRAPPED AND CRUSHED.

The accident happened so quickly that no one had time to get out of the way. A trip of cars, just hauled from the mouth of the slope, was descending slowly to the tipple on a long track. The cars were being held by a cable attached to the rear. Collins, the dumper; Johnston, a helper, and Superintendent Daugherty were standing on the tipple waiting for the cars. Below the tipple a gang of section men was repairing the railroad siding. The cable coupled to the rear of the cars suddenly snapped. The trip plunged forward toward the tipple. The three men waiting for the cars tried to dodge

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CHICAGO MAYOR SAYS REDFIELD PROBE IS FARCE

Declares City Will Conduct Real Investigation Into Eastland Disaster.

WILL GET BOTTOM FACTS

CHICAGO, July 30.—"The investigation into the Eastland disaster, as conducted by Secretary Redfield, is a farce. The city will conduct an investigation that will be a real one. It will get at the bottom of the tragedy and fix the blame where it belongs."

This was the declaration made today by Mayor William Hale Thompson.

"Mr. Redfield's inquiry is not getting anywhere, and it is nothing more than a farce," said the mayor.

CAN'T CONVINCING PEOPLE.

"The secretary of commerce will have a hard time convincing people that everything was done on the Eastland as it should have been done, and that the government's inspectors are hearing now for the first time that the vessel was not safe. They will have a hard time making people believe that they did not know what every amateur yachtsman on the great lakes has known for years, that the Eastland was built for speed at a sacrifice of safety, and that it has always been regarded as a cranky and unsafe boat. And they will never make the people believe that they could not have taken measures to safeguard the lives

COAL CARS, FALLING 50 FEET FROM TIPPLE, CRUSH WORKMEN

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out of the way, but the sides of the enclosure were too close to the track and they were trapped.

Collins crouched against a side partition, where he remained until the cars had dashed past. The last one, however, swung against his leg, fracturing it. The two other men—Daugherty and Johnston—tried to protect themselves against the sides of the tippie, but the swinging cars caught them. Johnston bounded back to the tracks and was mangled horribly, while Daugherty was rolled and crushed to death against the partition.

The flying cars, with a noise like the crashing of thunder, dashed against the dumping block and tore out the angle irons as if they were paper. In a black cataract of coal, splintered wood and dust, the cars leaped through the air and fell on the foreigners, who had had scarcely time to look up.

For a minute or more nothing could be seen but a black cloud of coal dust obscuring the track and rising up around the ruined tippie. As it began to clear away groans and cries began to come from the heap of coal and debris on the railroad.

RESCUE WORK STARTED.

Men who had been working around the mine and had witnessed the accident, together with others in the vicinity, rushed down to the railroad and in the suffocating dust began their work of rescue.

Some of the section men, when they had heard the crashing above, had started to run, but the flood of coal had caught them, holding them by the feet. These men, found near the edges of the pile, were not seriously injured, and were extricated with little difficulty.

Others, however, were buried to their necks, with their heads, blackened with coal dust, alone protruding. Several others were buried completely, one or two of whom were found at the bottom of the pile, crushed into shapeless masses. It is believed the full force of the first cars struck them.

AUTOS COMMANDEERED.

Several automobiles were nearing the mine when their drivers heard the crash and saw the black cloud. They stopped and when the injured were taken from the debris the machines were pressed into service and 10 of the injured were taken to McKeesport. The dead were taken to the undertaking rooms of J. Will Martin in Elizabeth. A short time later several hospital ambulances arrived hurriedly at the mine. It had been reported that 500 miners had been entombed in an explosion. By that time, however, all the injured had been cared for.

The bodies of Daugherty and Johnston were found on the tippie a short distance from where they had been crushed. They were taken to the undertaking rooms in Elizabeth.

Many thrilling escapes figured in the accident. Josiah Simpson, weighman at the mine, was at the tippie when he heard the cars crashing down the incline plane. He hastened from his office and jumped from the tippie, falling into the branches of a tree. He climbed from the tree and went to aid the injured men. John Skinto, a miner, was walking under the tippie at the time the cars started on their mad rush. He saved himself by fleeing to a nearby hillside.

Daugherty had been employed at the mine for many years and lived in a company house nearby. He leaves a wife and two children.

DAUGHERTY'S SECOND ACCIDENT

About a year ago he was overcome in the mine by fire damp. He was in the McKeesport Hospital for several months afterward and it was not thought that he would recover. The superintendent was to have purchased an automobile last evening, arrangements having been made with an automobile agent to take Daugherty out for a demonstration of the car.

While the tippie was damaged seriously no screens or supporting timbers were torn down and it is expected that repairs will be completed in several days and work will be resumed. Officials are at a loss to account for the accident, as the cable is inspected daily and it was found in good condition yesterday morning, it is said. It was the first accident of any magnitude that has ever happened at the Patterson mine.